

FREQUENTLY ASKED QUESTIONS

I Received a Notice of Survey in the Mail. What does this Mean?

The Notice of Survey was sent to you as a courtesy notification that field work will be conducted in your area. The intent of the fieldwork is to identify and map known environmental resources in the project area. All necessary investigations will be conducted from the public right-of-way where possible. It may be necessary for our staff to enter your property for a specific purpose such as to identify a wetland resource. This is permitted by law under Indiana Code [IC 8-23-7-26](#). All field staff will be wearing orange vests and have been instructed to identify themselves to you.

How is the Environmental Analysis of Phases 3 and 4 Associated with the Portion of SR 641 Already Under Construction?

On March 14, 2000, the Federal Highway Administration (FHWA) issued the Record of Decision (ROD) for SR 641, the Terre Haute Bypass project, in Vigo County, Indiana. As approved, the new Bypass connected US 41 near Bono Road to SR 46 at I-70. The total length of the new roadway was approximately 6.2 miles. The construction of the SR 641 project was divided into primarily four phases ([map](#)), with the first phase already constructed and the second phase currently under construction. Phases III and IV, however, are undergoing environmental analysis and preliminary engineering. Coordination with state and federal permitting agencies, as well as the local governmental agencies assisted in development of other alternatives that should be considered due to their perceived reduction in wetland, floodplain and riparian forest impacts. As such, the FHWA decided to re-evaluate these alternatives against the selected alternative from the ROD. This re-evaluation is being completed as a stand alone Environmental Assessment (EA).

Why are we doing an Environmental Analysis (EA) for Phases 3 and 4 now?

In coordination with state and federal permitting agencies, as well as local government agencies, alternatives arose with merit for consideration. These alternatives had the potential to lessen the impacts to wetland, floodplain, and/or riparian forest areas or the potential to relieve adverse transportation mobility and access impacts. As such, it was decided to re-evaluate these alternatives against the selected alternative from the ROD. This re-evaluation is being completed as a stand alone Environmental Assessment (EA).

What is the Purpose and Need for the US 41 Bypass/ SR 641? How Was the Purpose and Need Statement Developed?

As previously detailed in the approved Final Environmental Impact Statement (FEIS), the need for the project is evidenced by the congestion on US 41. The Bypass would allow local and through travelers to bypass US 41 and eliminate three miles of vehicle travel from the existing 9.2 mile route between US 41 and I-70. Eleven stop lights inhibit travel time along US 41. Congestion would be reduced by constructing the Bypass around Terre Haute. Some common elements of the Purpose and Need include traffic statistics, existing roadway conditions and accident data.

I Live Along the Proposed Route of SR 641. How will this Project Impact My Property / Place of Work?

Several potential design alternatives are being considered. At this time, it is not known how each alternative would specifically impact your property. Each alternative will be individually evaluated to determine if it would meet the Purpose and Need for the project. If the alternatives do not meet the Purpose and Need for the project, they will be dismissed from further consideration.

What is Limited Access Right-of-Way?

Right-of-way with limited access is just that, it controls the number and locations of access points along the roadway that is drives and intersections. By controlling the access to SR 641 the Indiana Department of Transportation (INDOT) is effectively controlling where traffic can enter onto SR 641. Too many access points may result in more congestion and more development of adjacent lands.

How is Right of Way Acquired by INDOT?

INDOT determines what specific property needs to be acquired for a project after the project has been planned and government requirements have been met.

If your property, or a portion of it, needs to be acquired, you, the property owner, will be notified as soon as possible of (1) the agency's interest in acquiring your property, (2) the agency's obligation to secure any necessary appraisals, and (3) any other useful information.

An appraiser will contact you to make an appointment to inspect your property to determine the initial fair market value of the property. INDOT will have a review appraiser study and recommend approval of the appraisal report used to establish the just compensation to be offered to you for the property needed. This amount will never be less than the fair market value established by the approved appraisal.

If INDOT is only acquiring a part of your property, there may be damages or benefits to your remaining property. Any allowable damages or benefits will be reflected in the just compensation amount. INDOT will prepare a written offer of just compensation for you when negotiations begin.

If INDOT intends to acquire only a portion of the property, the agency must state the amount to be paid for the part to be acquired. In addition, an amount will be stated separately for damages, if any, to the portion of the property you will keep.

When you reach agreement with INDOT on the offer, you will be asked to sign an option to buy, a purchase agreement, an easement, or some form of deed prepared by INDOT or it's representatives. Your signature will affirm that you and the agency are in agreement concerning the acquisition of the property, including terms and conditions.

If you do not reach an agreement with the agency because of some important point connected with the acquisition offer, the agency may suggest mediation as a means of coming to agreement. If the agency thinks that a settlement cannot be reached, it will initiate condemnation proceedings.

For further information regarding the acquisition process, please visit the Federal Highways Administration website: <http://www.fhwa.dot.gov/realestate/realprop/index.html> or access the INDOT Buyers manual: <http://www.in.gov/indot/files/03.BuyingManual12-05.pdf>.

What Are my Relocation Benefits if my House or Business Must be Removed from the New Right of Way?

Individuals, families, businesses or farms displaced by a Federal or federally assisted program may be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by INDOT. It is their goal and desire to be of service to you, and assist to help you successfully relocate.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify INDOT of any special requirements for assistance. For further information regarding the acquisition process, please visit the Federal Highways Administration website: <http://www.fhwa.dot.gov/realestate/rights/sec1.html> or the INDOT Relocation manual: <http://www.in.gov/indot/files/04.RelocationManual12-05.pdf>.

Will a Noise Study be Completed for this Project?

As the project involves the construction of a road on new alignment, it is considered a Type I project and does require a noise analysis. The noise study will adhere to the [INDOT Traffic Noise Policy \(January 2007\)](#) and will determine whether impacted receivers would benefit from noise abatement measures and whether such measures are reasonable and feasible. At this time, it is not known whether noise abatement measures are warranted.

What is a Community Advisory Committee (CAC)?

The CAC is comprised of a cross section of representative stakeholders that meet regularly to discuss issues of common concern, such as transportation, and to advise sponsoring agency officials. These groups effectively interact between citizens and their government. In Indiana, this agency is the INDOT.

The CAC serves as a source of information in developing a community profile within Terre Haute / Vigo County as it pertains to the proposed extension of SR 641 through Phases III and IV. The CAC will provide input on new business developments, neighborhood cohesion, uses of parks and recreational facilities, safety concerns, emergency access routes, access to churches, schools, libraries and other public facilities, nondiscrimination issues, and other community issues. Additionally, CAC members will provide feedback on how various alignments will impact specific community resources and may recommend potential mitigation measures. While the CAC will provide valuable information, the FHWA and INDOT will maintain review and approval over decisions regarding the project.

What is the Schedule for Completing this Portion of SR 641?

Phases III and IV are currently scheduled for construction between 2012-2015.

When will a Preferred Alternative be Identified?

A Draft Environmental Assessment is anticipated to be completed in August 2008. A preferred alternative will be identified in the document.

What Coordination Occurs Between the State and the Local Governmental Agencies when Projects are being Planned?

At the inception of a project, INDOT carries out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies and services to promote consistency between transportation improvements and State and Local planned growth and economic development. The state will consider and may rely upon information, studies, or analyses provided by the west Central Indiana Economic Development District (WCIEDD) which is designated as the local Metropolitan Planning Organization.

For this project, the City of Terre Haute and the Vigo County Commissioners / Vigo County Engineer are included on the CAC and provide valuable information to INDOT on adjacent projects and planned land uses. When the engineers begin writing the Engineering Assessment, one of the things they consider is the compatibility of the project with other construction projects proposed in the area at approximately the same time.

How are Environmental Impacts Associated with the Project Evaluated?

Some of the resources involved with the preparation of an Environmental Assessment are easily identified. For example, a wetland can be delineated per the 1987 Corps of Engineers Wetland Delineation Manual (Y-87-1). Impacts to Air Quality and Noise Analysis can be predicted using modeling programs.

Community involvement is essential in determining social impacts. The Community Impact Assessment (CIA) evaluates A component of the CIA is the development of the CAC who assists the project team in identifying resources that are important to the community within the project area and provides recommendations on how to “best fit” the project into the fabric of the community while maintaining its cohesion.

Other impacts are identified through early coordination with regulatory agencies, such as, but not limited to, the Environmental Protection Agency, Indiana Department of Environmental Management, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and the Natural Resources Conservation Service. These impacts are documented in the Environmental Assessment (EA), which is approved by the FHWA and the INDOT. If appropriate, the FHWA will issue a Finding of No Significant Impact (FONSI) for the project if justified in the EA. If significant impacts are identified at any point in the development of the EA, the FHWA will elevate the project to an Environmental Impact Statement (EIS).

Will there be any Opportunities for the Public to Provide Input on the Project?

Yes. At least one Public Information meeting and a Public Hearing will be held at various points in the development of the Environmental Assessment. It will be at these functions that specific input will be solicited from the public. However, comments / questions on the project can be provided to INDOT at any time.

How Will this Project Be Paid For?

This project is being funded through Governor Mitch Daniels Major Moves initiative.

What is Major Moves?

In May 2006, INDOT introduced the final, funded 10-year Major Moves highway plan. Annual new construction will quadruple during the program from \$213 million in FY 2006 to \$874 million in 2015. In addition to state highway projects, the counties where the ITR is located will receive one-time payments of between \$40 million and \$120 million for local transportation projects. In 2006 and 2007, all 92 Indiana counties also will receive additional funds for their local transportation projects. The amount varies by county and is based on the Motor Vehicle Highway formula. The legislature also directed \$500 million from the lease proceeds be dedicated to a Next Generation Fund to be used later for transportation projects.

On June 28, ITR's operations were transferred to Cintra-Maquarie (now known as the Indiana Toll Road Concession Company - ITRCC). ITRCC deposited \$3.8 billion with Indiana in the largest public-private partnership agreement in the world. Interest on the money currently earns about \$500,000 each day. ITRCC has also committed to completing at least \$4 billion in improvements to the highway during the lease agreement.

Major Moves is praised as the "jobs bill of a generation" and is anticipated to employ tens of thousands of Hoosiers directly on highway projects and in industries that expand or locate new operations in the state. In July 2006, Honda Motor Company announced Greensburg would be the location of its newest plant. The \$500 million plant will employ nearly 4,000 people. The company cited Indiana's commitment to infrastructure as one of the deciding factors in their decision. Additional information on Major Moves can be found at:
<http://www.in.gov/indot/7039.htm>